









## THE BLAGOVESHCHENSK MASSACRES.

In the course of a book called *Siberia* Mr. Leo Deutsch gives a circumstantial narrative of the Blagoveshchensk massacres, in July, 1900. At the time of this unhappy incident M. Deutsch, though still under police supervision and not permitted to leave Siberia, was allowed considerable liberty. He availed himself of this comparative freedom to settle at Blagoveshchensk, the capital of the Amur Province, where he obtained employment on the staff of one of the local newspapers. His account of the slaughter of the Chinese inhabitants of the town and surrounding country on the 16th and following days of July amply corroborates the somewhat scanty reports which appeared in the English newspapers at the time. He describes the panic which prevailed on July 14, when an attack by the Chinese was hourly expected, and he himself present at the meeting of the town council which was called by order of General Gribsky, the military Governor of the Amur Province, to consider the situation. From his statement it appears, as was indeed to be expected from previous testimony, that the full responsibility for what followed rests upon the shoulders of General Gribsky. After the meeting, at which the Governor was not present, a deputaion called upon him to inquire whether he did not think it necessary to take steps with regard to the Chinese population. General Gribsky replied that, in his opinion, there was no need for anxiety, and added that he had already been approached on the same subject by the Chinese themselves, who asked him whether it would not be advisable for them in the circumstances to withdraw at once from Russian territory. He had answered that they might assure their fellow-countrymen that they were on the soil of the great Russian Empire, whose Government would never allow peaceful foreigners to be molested. Two days later he gave the verbal order "to send back the Chinese subjects to China." In pursuance of these instructions the Chinese inhabitants, both in the Chinese and in the Russian quarters of the town, were collected by Cossacks and driven to a spot a few miles above the town, where they were simply bidden "to go into the water." The river at this point is upwards of a third of a mile in breadth and flows with a strong stream. M. Deutsch appears to know nothing of any efforts provided to assist the unfortunate victims. He states categorically that there were no means for reaching the Chinese shore, but it is quite clear that he was himself an eyewitness of what happened. Those who refused to enter the water or otherwise tried to escape were shot or cut down without distinction of age or sex, and very few, if any, reached the opposite side of the river. M. Deutsch estimates the number killed in this manner at from ten to fifteen thousand—that is to say, practically all the Chinese inhabitants of the Russian bank of the Amur. It is clear that this barbarous proceeding was due mainly to panic, which aroused the latent savagery of the Cossacks, never very far below the surface. Even the peasants, who are usually kind-hearted, seem to have become savages for the time being. This may perhaps be regarded as a kind of excuse for the soldiers and the police; but the subsequent behaviour of the Russian troops in Manchuria, when all danger and, indeed, almost all resistance was over, leaves but little doubt that the deliberate policy of the military authorities approved, while it disavowed, the atrocities which it might easily have prevented.

## THE U.S. ARMY.

Previous to leaving for England, to attend the Alaska Boundary Commission, Mr. Root, Secretary of the United States War Department, was entertained at dinner by the officers of the general staff of the army. In responding to the toast of his health, Mr. Root said:—Effective and harmonious organisation is the moving power of the world to-day. We have lagged behind in the army until now, and now I believe and trust we take our place in the front rank of the organisations which are to control the effective action of the future. I look back to the calms and disensions which came so near wrecking the effort for independence in Washington's time; the bitterness of heart and under which he laboured in his long and painful effort to control the discordant elements that were working or pretending to work for the independence of the colonies. I look back to the political ambitions which dictated the movements under differing and antagonistic officers in the Mexican war. I recall the bitter controversies which left their echoes bounding through a generation after the close of the civil war; and remembering that the most vital defect of a military service is lack of harmony among the officers in command. I look at the magnificent devotion of the last few years, and the last year especially, in the American Army with a feeling of pride and satisfaction. When I think of the present lieutenant-general thrusting aside the leisure and the quiet dignity which he had so well earned, and take upon himself in the last year of his active service the arduous and the perplexing and the annoying duties involved in the presidency of the War College Board, and the work of the chief of staff; when I reflect upon the disinterested and unselfish course of Maj.-Gen. Corbin, the adjutant-general of the army, who practically occupied the position of chief of staff to the President throughout the war with Spain, who wielded a greater power in the control of the American Army than any soldier of his day, and who put the whole force and weight of his great influence and his intimate knowledge of the army and of the legislative branch of our Government at the service of this new movement, which was to put over him a chief to exercise the power that he had exercised, and who cheerfully and with self-devotion takes the position of assistant to the chief of staff where he had been practically chief; when I look at the heads of the great Administrative Departments who have been practically independent for so many years, responsible only to the Secretary of War, and acting upon his direction given in reliance upon their advice, and see them voluntarily and cheerfully and with no thought but of the country's good, and the efficiency of the army as a whole, bringing their departments under the direction of a military officer who would stand between them and the Secretary of War; when I see such spirit and patriotism in all the departments, and such esprit de corps of the army as a whole, it seems to me that I am, in times of the most brilliant anticipations and in the most confidential expectations for the future of the American Army.

## SHIPPING NOTES.

## ARRIVALS FROM CHINA.

The Douglas s.s. *Haitan*, Captain Reoch, arrived yesterday with a mail, general cargo, and passengers. She left Foochow 29th ult., Swatow 1st inst.

The "J. Little, of Glasgow," s.s. *Hermiston*, Captain W. T. Bain, arrived with a mail on Tuesday. She left Foochow on the 29th ult. Fine weather was experienced between ports. Her destination is New York. Messrs. Showan, Tomes & Co. are the agents.

The German s.s. *Ther*, Captain Ohlrich, arrived on Tuesday with general cargo for Hongkong. She left Nanchang 25th ult., Chefoo 27th ult. Fine weather was experienced.

The Marty s.s. *Hanoi*, Captain Morelos, arrived with a mail and general cargo yesterday. She left Haiphong 29th ult., Hoihow 1st inst. Strong N.E. monsoon was experienced.

The Osaka Shosen Kaisha s.s. *Asping-maru* arrived with a mail, 36 passengers (mostly Chinese) and general cargo, yesterday. She left Foochow 29th ult., Swatow 1st inst. Captain Goto reports moderate N.E. monsoon with fine weather.

The German s.s. *Pronto*, Captain Grandt, arrived with a mail yesterday. She left Nanchang 24th ult.; Chefoo 26th ult.

## RICE AND WOOD.

Messrs. Butterfield & Swire received a quantity of rice by the s.s. *Kohschang* yesterday. The *Kohschang* left Bangkok with a mail and passengers on the 21st ult.

Messrs. Butterfield & Swire received a quantity of rice and wood by the German s.s. *Koenig* on Tuesday. The *Koenig* left Bangkok on the 20th ult. with a mail and Chinese passengers. Captain Mallemann reports strong N.E. monsoon.

## COAL.

Messrs. Sander, Weller & Co. received a full cargo of coal by the s.s. *Loyal* yesterday. The *Loyal* left Nagasaki on the 25th ult.

The Hongkong agency of the Hamburg-America Line received a cargo of Moji coal by the s.s. *Segoria* yesterday.

Messrs. Jeffries & Co. received a cargo of Moji coal by the *Kona-maru* yesterday.

## ARRIVALS FROM THE WEST.

The Apar s.s. *Lightning*, Captain J. G. Spence, arrived from India with 13 passengers of mail, general cargo and passengers, on Tuesday. She left Calcutta 14th ult., Singapore 24th ult. Fine weather was experienced.

The M.M. outward mail s.s. *Salvica* arrived yesterday. She left Marseilles 1st ult., Saigon 28th ult.

## WAR SHIPS.

H.M.S. *Bramble* arrived yesterday. She left Shanghai 23rd ult., Mira Bay 2nd inst.

The Chinese gunboat *Koongkum* arrived from Swatow yesterday.

## LATEST STEAMER MOVEMENTS.

The Indo-China steamer *Kuangsang*, from Calcutta and the Straits, left Singapore for this port on the 1st inst., p.m.

The T.K.K. steamer *Rosetta*, from Manila on the 1st inst., and expected here to-day, p.m.

The N.P. steamer *Tacoma* arrived at Yokohama on the 30th ult.

The Boston Steamship Co.'s steamer *Trenton* arrived at Manila on the 30th ult., p.m.

## JAPAN AND RUSSIA.

Even the most patient are beginning to tire of waiting for some word from the Government in regard to the negotiations between Japan and Russia, says the *Kobe Chronicle*. The *Kokumin*, which is said to have certain relations with the Government, is inclined to think that, though no lack of attention is being shown by the Japanese authorities, it is not altogether surprising that the public should show some anxiety and doubt as to the real situation, seeing that the negotiations have been delayed for so long. Reverting to the progress of the negotiations, the Tokyo journal remarks that the Japanese Government seems to have sent in a proposal towards the end of last month, and this was telegraphed by the Russian Government to the Tsar, who was then on his way to Germany. There is no doubt on this point. Four weeks have elapsed since then, and, as far as the public knows, no reply has been received from Russia. The meeting between Baron Komura and Baron Rosen on the 11th November had no connection with the Manchurian question. It is supposed that the conference was in connection with the *frances* at Chemulpo. Whatever that meeting may have been about, the Japanese Government would seem to have been over twenty days without a reply from Russia. There is no objection in waiting so long without an answer, adds the *Kokumin*, if a satisfactory issue can be obtained; but it asks, can a satisfactory issue be the outcome? It would seem that the Japanese authorities are being imposed upon, for it can only be concluded that Russia is deliberately protracting the negotiation in order to gain time. It is alleged that the delay is due to the fact that the Tsar was so long absent from St. Petersburg, and also to the time occupied in obtaining the views of Viceroy Alexieff. In these days, when a message can go round the world in twenty minutes, such an excuse is hardly good enough. If Russia really desires to settle the question without delay, she can easily devise the means for doing so. In conclusion, the Tokyo journal urges the Government not to leave the matter to the mercy of Russia any longer, but to take a decisive course at once and decline to be further flouted by the procrastination of Russia.

The *Kobe Chronicle* also says:—The latest news from Tokyo is of somewhat extraordinary character. It is to the effect that Admiral Shibayama, Commander of the Kure Port Admiralty, Admiral Hidaka, Commander-in-Chief of the Standing Squadron, and some other officers in the Navy have addressed a joint memorial to Admiral Baron Yamamoto, Minister for the Navy, pointing out that, should the present difficulty result in a peaceful settlement, the Japanese Navy must lose its prestige and its supreme position in the Far East in a few years and the Navy of "a certain other country" will hold the supremacy. Such a change would be the source of disturbance in the Orient and would tend to bring about great trouble in the Empire. In case, therefore, the present dispute is amicably solved a great exertion of the Navy must be carried out directly the difficulty is settled. This, the memorial urges, must be done not only for the maintenance of the supremacy of the Japanese Navy but for the preservation of the future peace of the Far East.

## NORTH CHINA MISSIONS.

## ARCHBISHOP OF CANTERBURY'S VIEWS.

A meeting of the special Association in Aid of the Church of England Mission in North China and Shantung was held on the 28th October at the Church House, Westminster. The Archbishop of Canterbury presided, and there were also present on the platform the Lord Chief Justice, the newly consecrated Bishop of Shantung, Canon Scott, and Pro-bendary John Storrs.

The Archbishop of Canterbury, in his opening speech, explained that the real object of the meeting was to welcome the Right Rev. Geoffrey Durnford Iliff, the new Bishop of Shantung, and to give him an opportunity of explaining the development of the work in North China and Shantung, and of appealing for men and women and money for both dioceses. His Grace said he was speaking under some little difficulty, owing to illness, but the meeting had a special significance that day, and he should have been exceedingly sorry if he had been compelled to be absent. The right understanding of the Chinese problem was quite exceptionally difficult. There was first of all the prehistoric, though extraordinarily vivid and pungent, difficulty of the names of places; and another and a graver one was the difference of opinion among well-informed men, not only as to theories, but as to facts about China. They had been that morning told of the whispers of the East which no Western ear could hear, or, if it did hear, could understand, and that exactly described their position when they tried to grasp the problems which their friends went out to face amongst the teeming multitudes of China and Japan. It was also difficult to realise the gigantic size of the undertaking, and there were peculiar perplexities as to the relation of missionary work to civil authority and the State. The difficulties must not, however, be allowed to daunt them, and those who were connected with the Society for the Propagation of the Gospel had, in this region, a peculiar responsibility, as, 22 years ago, the Church Missionary Society, which was working in Northern China, retired from that part in their favour, and devoted themselves to other portions of the country. In the region for which they were responsible they must take care that they had what Archbishop Benson used to call "white-hot" centres of missionary effort, from which radiation might take place all over the country. They had not got those white hot centres yet, but he hoped that they would get them, and send out more labourers to the harvest which was waiting for the sickle.

The Lord Chief Justice was glad to be able to say a few words in support of this work, with which he had been associated through his cousin, Bishop Scott. That prelate had told him that China was a country in which they could not expect to get any sudden or rapid increase of successful work. Still the progress which had been made in the twenty-three years since the original Bishopric was founded, with resources, which were not too liberal, showed that very remarkable results had been achieved in that short time. If burning centres had not yet been established, those which had been set up were becoming and would become radiant spots from which light and heat would be thrown out; and which would spread Christianity through those parts of the world. The extraordinary means of inter-communication between native communities existing in countries in the state of China would, he was satisfied, be of great service in spreading the Gospel in the future. In conclusion, he urged that he in this country ought not to be backward in doing our part to forward the work of our countrymen and countrywomen in those regions.

The Bishop of Shantung delivered an address on the nature and difficulties of the work. There was, he said, no hatred of Christianity. It was objected to as the religion of foreigners. Their line of action should be to train native workers rather than for the missionaries to do the work, and to create a native rather than an English Church. More workers were, however, needed, as they were at present very much undermanned.

A paper circulated at the meeting it was stated that it was the earnest wish of Bishop Scott and Bishop Iliff (who had only been consecrated that same morning as Anglican Bishop of the newly formed see of Shantung) that no new special association should be started for the new diocese, but that the existing association in aid of the diocese for the North China and Shantung, as it has hitherto worked for the undivided diocese. Also that the missionary jurisdiction of the Bishop of Shantung is to be co-extensive with the Province of Shantung; on the other hand, Bishop Scott has taken over the Province of Shantung, hitherto in the missionary diocese of Corea.

## OUR LATEST COLONY.

The Seychelles have received their final measure of emancipation and are now quite independent of Mauritius, and must be addressed in future as the Colony of Seychelles. But the Letters Patent passed under the Great Seal of the United Kingdom erecting the islands into a separate colony will bring about no radical change in the administration. The direct authority of Mauritius ceased in 1888, when an Administrator, on Executive Council and a Legislative Council were given to the Seychelles, and in 1897 the Administrator was given full powers as Governor. Now, however, the Seychelles become a Crown Colony, and judging from a recent example of colonial methods in Mauritius the severance is not likely to harm the small colony. It is satisfactory to find that Mr. Ernest Reekham Sweet-Escott, C.M.G., the present Administrator, becomes Governor and Commander-in-Chief of the new colony. Considering that the seventy or eighty islands forming the group have only a population of twenty thousand and a revenue of four and a half lakh of rupees the Government have displayed no derelict enterprise of recent years and much of the success achieved has been due to Mr. Sweet-Escott's efforts. His promotion to the Governorship of a Crown Colony, though the change is one mainly of name, was well deserved. —*Times of India*.

## A NEW GEM.

Lovers of jewels will be delighted to learn, says the New York Tribune, that a valuable addition has just been made to the variety and stock of precious stones. As cut for mounting the new gem, kunzite, exhibits an exquisite lilac tint, deeper than that of the pink sapphire or topaz, and lighter than the purple of an Oriental amethyst.

Although the discovery of a fine quality of kunzite is of comparatively recent occurrence, the existence of a poor grade and of allied species of the same mineral has long been known to specialists in that department of science. What is known as spodumene has been found in Brazil, where it has a yellowish tinge, and in North Carolina, where the colour is green. For that reason, the latter kind, technically known as hiddenite, is sometimes called an emerald, although its composition is not identical with that of the real emerald. Finally, small bits of pink spodumene have been picked up in Connecticut. These are believed to be the remnants of larger, and possibly handsome, masses, but have not possessed sufficient beauty and size to justify consideration. The new stone comes from California. It has been found in two places near Pala, San Diego County. As taken from the earth, the stone has only a slight lustre. The masses of crystal are flat, like cakes of camphor gum, though of a different hue. From a superficial glance one might suppose that they would split up into thin layers, as mica does. However, the material is almost as hard as the group of stones to which the rather comprehensive name of sapphire is given. This includes the ruby, emerald, amethyst, and blue sapphire. These are all forms of corundum, which in an impure state and ground to powder is known as emery.

Pure corundum is an oxide of aluminium. Kunzite, like other varieties of spodumene, has a more complicated composition. It is a silicate of alumina and lithia. One of the largest pieces found in California is 8 in. long, 4 in. wide, and over an inch and a half in thickness. Owing to the great importance which the lilac-tinted stone derives from the discovery in California, mineralogists have felt it needed a new and specific title. Almost simultaneously Professor E. S. Dana, of Yale, and Dr. Baskerville, of the University of North Carolina, proposed that this designation be derived from the name of Dr. George F. Kunz, president of the New York Mineralogical Club and one of the most accomplished of the world's experts in gems. The suggestion was based on the fact that Dr. Kunz had been largely instrumental in making the California discovery, and was in accordance with a well-established precedent among mineralogists and naturalists. While the intrinsic character of the new gem are also sufficient to give it importance, the possession of a unique quality has been observed which is sure to create a sensation.

Kunzite has the power of fluorescence, or continuing to glow faintly after it has been subjected to the influence of Röntgen rays. Dr. Baskerville, who has been making a special study of the mineral at the Museum of Natural History, reports that during an exposure of five minutes a piece of this stone would absorb enough radiance to photograph itself upon a sheet of sensitive paper, when left in a dark room, and would also be faintly self-luminous for several minutes. The number of substances which will behave in the same manner to a conspicuous degree when exposed to X rays is very limited. One of them is tungstate of calcium, a compound artificially prepared. A coating of this material upon the screen of a fluoroscope enabled a surgeon to find hidden bullets and bone-fractures in the human body. Even so, however, the luminosity produced by the invisible radiance of the vacuum tube disappears almost instantly when the instrument is removed from the vicinity of the X-ray tube. So far as the world knows, kunzite is the only gem and perhaps the only native mineral which possesses this remarkable property.

## THE MURDER OF AN ARMENIAN IN LONDON.

A despatch dated London, Oct. 27, says:—Sagouni, President of the Armenian Revolutionary Society in London, was murdered in the suburb of Nubend late yesterday evening. The crime has created a sensation, as it has every appearance of being of a political character, and has been preceded by the assassinations of other officials of branches of the same society on the Continent. Sagouni, who returned to London only yesterday after settling up the affairs of an associate in Switzerland, who was recently assassinated by stabbing, was entering his residence when a man rushed across the road and fired four shots at him in quick succession, the last bullet entering the region of the heart. The murderer, who appeared to be a foreigner, fled. The only clue to the man in possession of the police was a fall hammer and a silver-plated revolver, both made in New York, which he dropped in his flight. The murdered man, who was a mining engineer, became wealthy and devoted his money to Armenian causes. His society was entirely passive and opposed to violence, and it is thought this attitude inspired the advanced section of the Armenians with the desire for vengeance, the latter claiming that Sagouni's society devoted funds to charity which would have been better applied to violent remedies for the Armenian grievances. Sagouni is said to have moved to England from New York early in 1892. It is stated that Sagouni's life had been threatened on account of his participation in the exposure by the editor of a Boston newspaper, *Young Armenia*, of the misappropriation of funds by a faction of the Armenian revolutionists. These men are alleged to have collected \$20,000 in America in 1912, and to have put the money in their own pockets, instead of pushing the propaganda for the emancipation of the Armenians, for which the money was subscribed. When Dr. Dioppe yesterday on his way to England, Sagouni thought he was being shadowed by a man whose description somewhat tallies with the appearance of the murderer. A convention of the Armenian persistists has been in session here, and it is suggested the opportunity was chosen by the violent faction as favourable for disposing of the principal leader. The murderer was noticed waiting several hours for the arrival of Sagouni, and the former was apparently supplied with information concerning the latter's movements by two accomplices. Before his death Sagouni told a friend that he did not know his assailant, but he said enemies had been hunting him for a long time. His friends attribute the assault to the Alfarist section of the Hentshaskian Society. This section, headed by a man named Alfar, was expelled from the society after the split in 1875, when it is alleged, the Alfarists were paid spies of the Sultan.

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## BRIDGE.

It may seem ridiculous, in the eyes of the bridge mania, to speak lightly of the decline and fall of this admirable and fascinating game. Yet it will not last for ever, says "E. H. L. W." in the *Pall Mall Gazette*. It may not be moribund as yet, but some day it will inevitably pass away before some victorious successor, and a few old fogies in an obscure corner of the card-room will alone be left to abuse each other for impossible declamations. Games of skill pursue the world over, much the same course. At first, they attract the attention of that vast floating population that has attempted other games and failed to hold its own. They fit eagerly to something new, as methinks on a summer evening make headlong for the flares of a candle. To bridge they came in their thousands; all who had tried the older game and found themselves edged out by superior talent. Whilst had grown too difficult; there was too much to remember—too many conventional leads to be borne in mind;—too much recrimination for forgetfulness on the part of elderly and crusty partners. Bridge afforded an opportunity for a fair start on equal terms. The old conventions were overthrown, and new ones had not arisen to take their place. That they would arise, sooner or later, was, of course, obvious enough. It is plain now that in a few years the new game will be as fettered with those bye-laws (generally the fruit of American inventiveness) as the old. Then the skillful will once more be forced to new pastures, and bridge shall find its successor.

The weak point in the game, some are beginning to say already, lies in the "no trumps" declaration. It was well enough in the early days, when players had not discovered that it paid to declare no trumps, as a rule, with but a moderate hand. But now the lesson is learned by most, and taken to heart; and in consequence you may see players (especially when they have profited by one or two initial successes), declaring again and again with wearisome iteration, and (what is worse) bringing it off every time. Now, a no-trump game is pleasant by way of variety, but nothing but no-trump games becomes monotonous. There cannot be the same scope for skilful play as when some suit is declared; the dealer has matters too much his own way. Upon this rock bridge may split, and let in the older game once more—to the delight of its few faithful votaries.

When whilst does return to us, it might be worth while to consider whether it would not be well to make a subtle combination of the two games. The mention of such a possibility will, no doubt, seem to many rank blasphemy, but I am inclined to believe a few judicious alterations might restore to the older game its vanished popularity. Why should there not be an occasional compulsory "no trumps" declaration at which I cheerfully present my scheme to the authorities, or to any who may like to try a new variation of the game. Let us say that whenever an honour is turned up by the dealer, the rule should be for that hand to be played like a "no trumps" hand at bridge. I hereby give leave to all and sundry to play this game without fee or licence, and to call it by any name they choose. There would, of course, be no "dummy"—and this, I think, would add considerably to the interest of playing no-trump hand. At all events, when whilst rears its ancient influence, let this variant have a trial. It would be a pity not to preserve a feature or two of a game once so popular as bridge.



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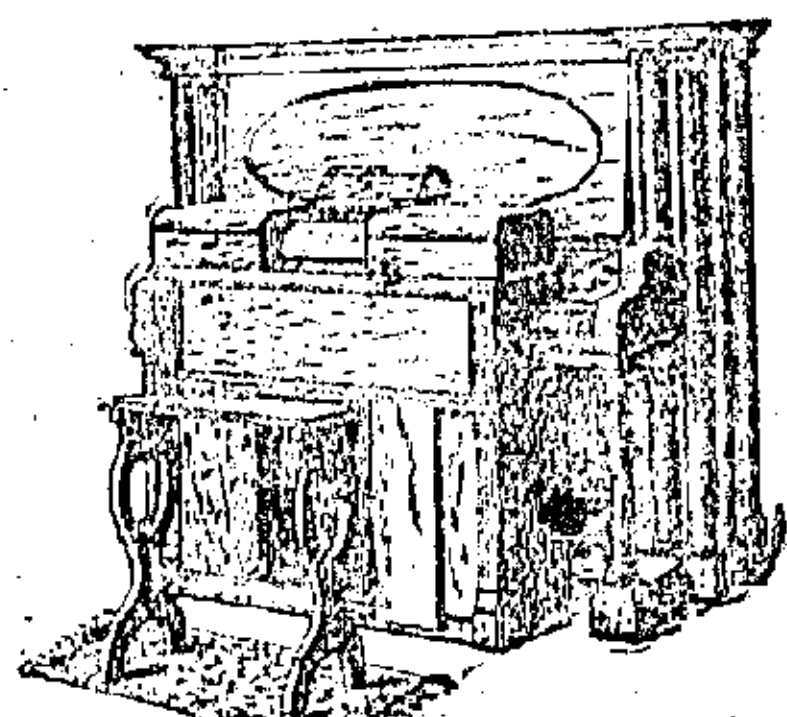
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At Watson's Building, Queen's Road, also  
at Shanghai, Manila, Paris and Rio de  
Janeiro.

### PHOTOGRAPHER

M. MUMFORD, JAPANESE ARTIST.  
Bromide and Cyanotype Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

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Prints read by Englishman.

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F. BLACKHEAD & CO.,  
Navy Contractors, Shipbuilders, Provision  
and Coal Merchants, Sole Agents for  
Jardine Matheson's Genuine Composition Red Head Brand.

### BISMARCK & CO.

Navy Contractors, Shipbuilders,  
Provision and Coal Merchants, Salt-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

### KWONG SANG & CO.

Shipbuilders, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineers,  
Tins, Brass and Iron Merchants,  
105, Des Voeux Road.

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Watches and Clocks by competent  
European experts at moderate rates.

### CHONG SHING

GENERAL EXPORTERS.  
DEALERS IN  
JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, SILKS, IVORY  
WARES, EMBROIDERIES AND  
FANCY SILK.

Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. GAUFF & CO.)  
Hongkong, 16th May, 1903. [317]

## PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

### NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on account  
of the year 1903 at the rate of Fifty  
Cents per Share (or Five Per Cent on the  
Capital of the Company) will be payable at the  
HONGKONG AND SHANGHAI BANK, Hongkong,  
on and after MONDAY, the 30th instant, on  
Presentation of the Warrants to the undersigned.  
Shareholders are requested to apply to the  
Company's Office for their Warrants.

The Dividend will also be payable at the  
HONGKONG AND SHANGHAI BANK, Shanghai,  
on Presentation of Warrants there, on and after  
the 30th instant.

The REGISTER OF SHAREHOLDERS will be  
CLOSED from MONDAY, the 30th instant, until  
MONDAY, the 30th instant, both days  
inclusive, during which period no Transfer of  
Shares will be registered.

By Order,  
A. H. MANCILL,  
Secretary.

Hongkong, 14th November, 1903. [3156]

## THE CHINA TRADING INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the  
THIRTY SEVENTH ANNUAL MEETING of the  
SHAREHOLDERS in the above Company will be held at the HEAD  
OFFICE, Victoria, Hongkong, on TUESDAY,  
the 8th Dec., at Twelve o'clock Noon, for  
the purpose of receiving the Report of the  
Directors, together with Statement of Accounts  
for the 26th April last, and of declaring  
Dividends.

The TRANSFER BOOKS of the Company will  
be CLOSED from the 24th inst., to the  
30th proximo, both days inclusive.

By Order of the Board of Directors,  
JAMES WHITEHEAD,  
Secretary.

Hongkong, 17th November, 1903. [3180]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

### THREE SHARE CERTIFICATE No. 2635

For Fifty shares, numbered 2201/2250  
inclusive, standing in the name of the  
TOM GREENE GOWLAND having  
been lost, NOTICE IS HEREBY GIVEN  
that unless the said Certificate be produced at  
the Office of the DOUGLAS STEAMSHIP  
CO., Ltd., Victoria, Hongkong, before 17th  
DECEMBER, 1903, a new certificate for the  
said shares will be issued and the old certificate  
will thereafter be held by the Company as null  
and void.

DOUGLAS LAURENCE & CO.,  
General Managers.

Hongkong, 17th November, 1903. [3173]

## HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

### SHAREHOLDERS

are hereby notified that  
in accordance with the Special Resolutions  
passed on 31st October, and confirmed on 18th  
November, 1903, they are entitled on application  
to an allotment of one share for every two old  
shares held by them. Forms of application will  
be sent to every shareholder.

The sum of \$2.50 per share will be payable,  
on application, on or before the 4th of January,  
1904. Two months' notice of any calls will be  
given.

Shareholders desirous of paying in or before  
the 4th January, 1904, the whole amount  
payable in respect of their shares, can do so,  
and in such event will receive fully paid up  
scrip in exchange.

The new issue will rank for Dividend pro rata  
from 1st January, 1904, according to the  
amount paid on such shares on 4th January,  
1904.

The Register of Shares will be closed from  
17th December, 1903, to 4th January, 1904,  
both days inclusive.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 1st December, 1903. [3317]

## REINART PERE & FILS, REIMS

Established 1719.  
CHAMPAGNE GROWERS AND  
SHIPPERS.  
Ship only the Finest Quality  
Extra Dry (Green Seal)  
LAURENCE WEGENER & CO.,  
Sole Agents.

Hongkong, 18th May, 1903.

## HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. [30]

## DAVID CORSAIR & SON

MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIABLE CROWN  
TARPAULING  
ARNOLD KALBERG & CO.,  
Sole Agents.

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CODE WORD: "DOCK" NAGASAKI.

A.I. & B.C. Scott's and Engineering Co.  
Used.

DOCK No. 1 (at TATEGAMI).  
Extreme Length... 525 feet.  
Length on Blocks... 513  
Width of Entrance on Top... 77  
Width of Entrance on Bottom... 80  
Water on Blocks at Spring Tide... 23 1/2

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrance on Top... 65  
Width of Entrance on Bottom... 53  
Water on Blocks at Spring Tide... 25  
PATENT SLIP (at KOSUGI).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY AT SHORT NOTICE. [317]

## PARIS LETTER.

PARIS, 3rd October, 1903.

The welcome extended by France to  
the 200 members of the City of London  
International Commercial Association was an  
enthusiastic as it was friendly, and left  
nothing to be desired. The friendliness between  
the two countries is as sincere as ever, and  
anything likely to all to its warmth is rapidly  
done. The present visit is a very important  
one, since it has been undertaken in the  
interests of international friendship and com-  
mercial reciprocity. The readiness with which  
the British delegates accepted the invitation,  
and the enthusiasm displayed by the French  
Republican Committee of Commerce, are ample  
proofs of the deep interest taken by both  
parties in the "invasion." It is well to  
observe that the "host" is a Republican  
Committee, in an association half political,  
half commercial in its aim; its avowed object  
being to group together all those mar-  
chant, warehousemen, and manufacturers who  
are prepared to support an advanced political  
radical programme in France. Its members are  
over 800 in number. Calais was reached at one  
o'clock after a moderate passage. Judge of the  
agreeable surprise of the visitors to find the  
shipping in the harbour gay with hunting in  
their honour, while the pier was lined by  
hundreds of *Cafes* and others who loudly  
cheered the *Britannic* on her arrival, to which  
the British replied by a true British "Hurrah!"  
The British reception for the inhabitants of  
Paris was quite of the same kind. A great  
number of the Republican Committee of Commerce  
and Industry went on board and welcomed the  
distinguished visitors to France. They were re-  
ceived by Mr. George Callins, chairman of the Association, and the  
afternoon delegates and their wives on the after-  
noon. After the exchange of the usual com-  
pliments, and one or two brief but most cordial  
speeches, the Mayor of Calais led the way to the  
station, where a luncheon had been  
prepared. There were in all 205 gentle-  
men, and 30 ladies forming a very  
pleasant sight, as well as an unusual one.  
An hour later, the party, both English and  
French, left by special train for Paris, amidst  
great cheers. Though the train was nearly twenty  
minutes late, not starting until 2:20 p.m., the  
arrival in Paris was to the minute, thanks to  
the train running at over 70 miles an hour part  
of the way, thus making up for lost time.  
Everything had been done to ensure the comfort  
of the visitors. Very few, not more than some  
20 persons, were present on the arrival platform  
at the Gare du Nord. M. Mercier, the popular  
and esteemed president of the Republican Com-  
mittee, noted for his ebullient, oratorical, and  
entertained looks, was there surrounded by a  
score of his partisans attired in faultless evening  
dress the same as himself. Nothing could equal  
the excitement of those present as the engine  
stopped; there was a general friendly greet-  
ing between English and French. Extreme Fran-  
cophony and became excellent friends almost at  
once. Several of the English visitors, having  
made their acquaintance in London this summer.  
After the exchange of endless salutes and shaking  
of hands, an adjournment was made to a first  
class *salon d'attente* or waiting-room, where  
more champagne was served, and a few more  
speeches of welcome and replies made. Rail-  
way omnibuses decorated with French and  
English flags had been provided; into these the  
British delegates took their seats en route for  
the Hotel Continental. There was no need to  
trouble about one's baggage, as that had already  
been sent to the hotel in advance, inspection  
being dispensed with, thanks to the great in-  
fluence of the hosts. M. Trouillot, Minister of  
Commerce, presided over the great banquet in  
the evening which took place at the Grand  
Hotel, and at which nearly 1,000 sat down.  
The menu consisted of seventeen dishes, and  
eight different kinds of wine. The dinner turned  
out a brilliant success. Nearly all the French  
Ministers were present, including the Premier,  
M. Combes, who made splendid speech. The  
special menu, which had been struck in honour  
of the English visitors, one being presented to  
each, represented France and England joining  
hands, France holding an olive branch in the  
background are shown ships of commerce, as  
well as the coats of both countries, which are  
outlined, and the principal ports indicated.  
English and French flags entwined fluttered  
above the porch of the Grand Hotel, the out-  
side being illuminated. Republican Guards  
in full dress over six feet high lined the mag-  
ificent staircase leading to the *Grande Salle des  
Fetes*, where the banquet took place. A tele-  
gram was addressed to King Edward in the  
name of the "feast of reason and flow of soul,"  
informing His Majesty that his health had been  
most heartily proposed by the Minister of Com-  
merce, M. Trouillot. Paris may be said to be  
once more *en fete* until tomorrow (Friday night),  
when the British delegates return to London,  
after having made a most excellent impression  
on the Parisian official world and citizens in  
general, and left their mark behind.

It is well to keep an eye on the movements  
of the Russian Foreign Minister, Count  
Lamsdorff, who has just arrived in Paris on  
business and been received at the station by the  
French Minister of Foreign Affairs, M.  
Delessand. Very important business is expected  
to be transacted between both Ministers, and if  
the results are not made public, it is no  
secret that Count Lamsdorff's visit has for  
principal object to ascertain in the views of  
the French Government respecting the  
Russian-Japanese situation. The presentation  
of an autograph letter to the Elisee is  
only to break the ice, and render the negotia-  
tions which are to follow all the easier.  
Considerable political importance is attached  
to the visit, and the development of  
events in the Far East will be the best of  
indications whether or not the Russian  
Foreign Minister has been successful in his  
mission. France, whose intentions are all for  
peace, will do her level best to act, the part of  
mediator, and help to bring about happier  
relations between the Russians and Japanese.  
This she can well do, if she likes. Of course,  
it will require very skilful diplomacy, but M.  
Delessand has had more difficult questions to  
settle than the present one. He enjoys the  
confidence and support of his countrymen, who  
know from experience that he will do nothing  
rash. By once more "obliging" Russia finan-  
cially, France may succeed in inducing the  
Muscovites to climb down from their high  
pedestal in the Far East; this would be cheaper  
than going to war, and prevent bloodshed.  
Not since many years have farmers been so  
tried as this year by the weather; to state that  
hundreds are positively ruined is no exaggera-  
tion. Crops have been destroyed wholesale  
right and left; the very small harvest gathered  
has been decimated and hardly worth scraping  
together, and if not checked, results seriously.  
Perry Davis Painkiller is the only purely  
reliable remedy. 298-17

## SUMMER COMPLAINT

is not always brought about by change of air  
and water. The "stomach-ailments" are just as  
susceptible to diarrhoea; due, generally, to over-  
eating, as unripe fruit, etc.; and drinking ice  
water; all accompanied by painful bowel dis-  
charges, and, if not checked, results seriously.  
Perry Davis Painkiller is the only purely  
reliable remedy. 298-17

all the mischief, in most of the agricultural  
centres it has completely rotted acres of cereals  
that were still standing, rendering them as black  
as beans, and useless. Crops are really gathered  
in many places only for the sake of the straw, and  
that hardly pays for the labour. The potato  
harvest is equally unsatisfactory, and farmers  
are truly bewildered what to do. Having no  
money, they cannot pay rent; some landlords  
have made it known that they will ex-  
cept only very little, and none at all in some cases.  
The result is thousands of acres of grain unhar-  
vested, so disheartened are cultivators; while  
despair is responsible for not a few farmers  
turning sheep, pigs, and fowls into fields of oats  
and barley, which have been ruined entirely.  
The Minister of Agriculture greatly de-  
plores the enormous distress existing in several regions,  
and has promised to do his level best to relieve  
misery; unfortunately, there are so many  
requiring State assistance, that the Government  
is somewhat puzzled where to begin first.

Mystery surrounds the death of the well-  
known French poet who died a few days ago in a  
homicidal manner. His death took place on a  
Sunday—hardly a week after the establishment  
of that body of his friends are doubt-  
ing as to his demise. Whether or not deceased  
committed suicide can only at present be vaguely  
conjectured. Great as was the gloom cast over  
the Parisian literary world by the news of announce-  
ment, his death was a divergence; poor Rimbaud's  
existence had since some time become an intoler-  
able burden, and his imagination had been  
positively tortured by illness. His system  
had been reduced to such a state that it had  
become almost impossible for him to take milk—  
the last resource, previous to the extinction of  
bodily debility.

The singular idea of the Compagnie du  
Chemins-de-fer de l'Ouest, or Great Western  
railway of France, to fix up white, grained  
figures, such as windmills, soldiers, horses, dogs,  
cats, &c., to the windows of the end compart-  
ments of the carriages has taken root. Though  
passengers laughed at the experiment at first,  
they now find the idea a excellent one, as it  
fulfills its object admirably.  
One of the first of the carriages on a journey to  
Paris, and the first of the train during a journey to  
Paris, is a carriage reserved for the use of the  
passenger. This great inconvenience may be said to have  
been solved at last, though in a somewhat  
"ridiculous way," according to some. More  
artistic improvements may follow—the principal  
thing has been done, to start the practical idea.  
The plan, which is admitted to be very practical,  
is on the eve of being adopted by other railway  
companies in France.

M. Jacques Lelandy has got himself into  
trouble with the Government, which has decided  
upon a criminal investigation into the recent  
control of the "Empress" in connection with  
the trip of his yacht *Frégate* to the Moroccan  
coast. It will be remembered that two of his  
crew were captured by the tribes, who refused  
to give them up unless a large ransom was  
offered. The Government took up the matter  
sent a warship, and succeeded in effecting the  
release of the two unfortunate men. M.  
Lelandy has now been called upon to answer to  
article 85 of the Code Penal, which clearly states  
"that whoever shall, by acts not approved by the  
Government, expose French citizens to the  
reprisals of foreign Powers, shall be punished  
by imprisonment." This may perhaps explain  
why the "Empress" and "Empress" are still in  
London; of course, M. Lelandy has a right to  
the *Leit* *Perranger*, which accords freedom to all  
first offenders. But for all that, *l'Empress*  
ought to have exercised greater prudence, and  
not been so rash, nor so anxious to be  
crowned with popularity. It is best as a  
rule to turn things in one's mind before taking  
action.

The six new submarine boats ordered by the  
Minister of Marine are expected to "lick crea-  
tion," and put all other great Naval Powers  
to the shade. They are to be of an entirely new  
type from the plans prepared by an eminent  
naval engineer, M. Mangas. The boats "when  
finished" will not only be submersible, but will  
be able to travel at twelve knots an hour under  
water. Their displacement when under water  
will be 450 tons, or about 200 tons more than  
that of existing boats. Further, their field of  
action is claimed by the Minister to be much  
greater than that of any known submarine boat.  
Owing to their great cost, only six are to be  
built down this year. Money being no object  
with the British Admiralty, England is as likely  
to have a score of not only similar submarines,  
but still better ones, by the time France's modest  
half-dozen are fit for work. M. Pelletan is  
none the less a shrewd man, and manages naval  
affairs remarkably well.

It is not every sportsman that takes things  
as philosophically as does the French Minister  
of Marine. While out fishing some days ago  
the Minister of Commerce, M. Vallé, succeeded in  
upsetting the boat in which his colleague M.  
Pelletan and himself were seated, drowning  
being most narrowly averted. As nothing  
serious happened the Minister of Marine took  
matters quite calmly, and said no more. This  
is more than Senator Poirrier did, for when the  
rebel Minister of Justice killed his dog, the  
senator shook M. Vallé by the shoulders, and  
reproached him in most angry terms, refusing  
as did M. Pelletan, to take his misfortune as a  
good joke.  
An edict has been proclaimed by the Minister  
de la Guerre, that all married men in France  
who are called upon for compulsory service are  
to be furnished in future as near as possible to  
their homes. This may help to solve the  
ventilation population question; in any case it  
is a great encouragement to all young men  
contemplating matrimony.

## BEST FOR THE SKIN AND COMPLEXION.

## CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic).  
Pleasant to use, especially to sufferers from  
perspiration, and most refreshing in hot climates.  
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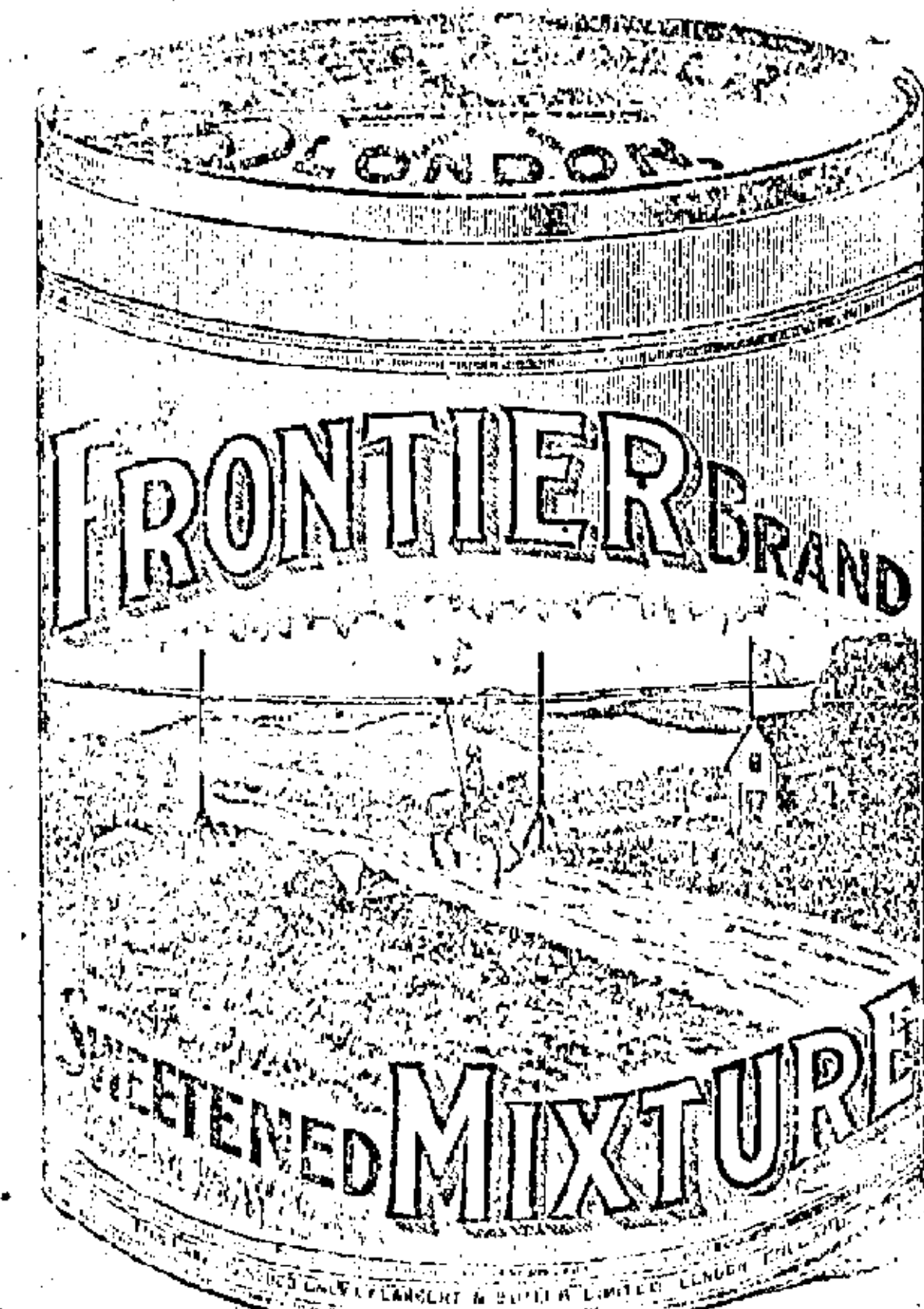
Address—HERCULES SCOTT,  
Care of R. A. Bosanquet, Esq.,  
9, Penchurch Avenue, London, E.C.  
Hongkong, 1st December, 1903. [3119]

## KOWLOON ROTISSERIE.

No. 31, ELGIN ROAD, Kowloon (Two  
doors next to Kowloon Hotel).  
Meals à la Carte, Steaks, Chops, &c., &c., at  
any time between 7 a.m. and 10.30 p.m. Monthly  
Terms on application. Hongkong, 6th October, 1903. [72]

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DYNAMITE,  
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PLASTIC GELATINE AND GELIGNITE,  
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AGENCY: MR. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

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Komatsugawa, Minamio, Kojiri and Kunigida Collieries.

K. UYEMURA, Manager. [240]

Hongkong, 4th March, 1903.

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Kuchino, Saibei, Maiduru, Misaki, Hakodate, Taipei, &c.

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SOLE AGENTS for Hokoku, Hondo, Kanata, Fujinotani, Mameda, Mannoura, Onoura Otsuji,  
Sasabara, Tanakura, Yoshinotani, Yoshio, Yumokibara, and other Coals.

N. INUZUKA, Manager, Hongkong

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## THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [1200]

## HOTEL TO BE LEASED.



## SHIPPING.

ARRIVALS.	
Dec. 1, KRONOWAT, German str., 1,115, H. Muller, General.	Butterfield & Swire.
Dec. 1, TUSA, German str., 334, U. Ohlerich, Newchwang 24th Nov. and Chefoo 27th, Beans and Oil.	Jensen & Co.
Dec. 2, ANING MARU, Japanese str., 1,053, T. Goto, Fochow, Amoy, and Swatow 1st, Deo, General.	Osaka Shosen Kaisha.
Dec. 2, HAMBURG, British gunboat, 710, Lieut. Comdr. Makins, Fochow 27th November.	
Dec. 2, HAITAN, British str., 1,183, J. S. Roach, Fochow via Amoy and Swatow 20th Nov., General.	Douglas Lapraik & Co.
Dec. 2, KONGSHANG, German str., 1,293, T. Spieson, Bangkok and Ang Hin 21st Nov., Rice.	N. D. Lloyd.
Dec. 2, KONG MARU, Japanese str., 1,789, Y. Minamikawa, Kobe 20th Nov., Coal and General.	Chiyose.
Dec. 2, LOKAL, German str., 1,236, J. Bahmann, Nagasaki 25th Nov., Coal.	Order.
Dec. 2, PERLA, British str., 1,257, W. G. Lawson, Manila 20th Nov., Hemp.	Shewan, Tomes & Co.
Dec. 2, PRONTO, German str., 632, H. Grandt, Newchwang and Chefoo 26th Nov., Beans.	Stemmer & Co.
Dec. 2, SALAZIE, French str., 2,089, Negre, Marseilles 1st November, and Saigon 28th, Mails and General.	Messageries Maritimes.
Dec. 2, SEBASTIA, German str., 3,500, T. Forck, Hong Kong 27th November, Coal.	Hamburg-Amerika Linie.

CLEARANCES.	
At the Harbour Master's Office.	2nd December.
Amoy, British str., for Kanton.	
Changshu, British str., for Shanghai.	
Haitan, British str., for Swatow.	
Hongkong, British str., for Kanton.	
Osaka, British str., for Sourabaya.	
Shanghai, British str., for Cebu.	

DEPARTURES.	
2nd December.	
Amoy, German str., for Hongkong.	
Changshu, British str., for Amoy.	
Haitan, British str., for Tamsui.	
Hongkong, British str., for Shanghai.	
Jayou, British str., for Hongkong.	
Matilde, German str., for Swatow.	
Palamotta, British str., for Amoy.	
Salazie, French str., for Shanghai.	
Sevia, German str., for Hamburg.	
Taiwan, British str., for Ningpo.	
TUSA, German str., for Canton.	
TUSA, Dutch str., for Shanghai.	
TUSA, British str., for Hongkong.	
TUSA, British str., for Japan.	
Yamata Maru, Japanese str., for Nagasaki.	
Yessaka, British str., for Manila.	

VESSELS IN DOCK.	
2nd December.	
Aberdeen Dock—Phu Yen.	
Kowloon Dock—U.S.S. Zafiro.	
U.S.S. Amphitrite, H.L.G.M.S. Mower, Kipian, H.L.G.M.S. U.S.A.T. Sacramento, Chigasaki, An Phu, Wing Che.	
Commercial Dock—Salamanca. U.S.S. Ania.	

## VESSELS ON THE BERTH

"GLEN" LINE OF STEAMSHIPS.	
FOR LONDON AND ANTWERP.	
THE Steamship	
"GLENHIEL," Captain J. W. B. Bain, will be despatched to above TO-DAY, the 3rd December.	
For Freight or Passage, apply to	McGregor Bros. & Gow.
Hongkong, 14th November, 1903.	[3510]
THE AMERICAN ASIATIC STEAMSHIP COMPANY.	

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.	
THE Steamship	
"HERMISTON," Captain W. T. Bain, will be despatched TO-DAY, the 3rd DECEMBER, at 4 P.M., to be followed by the Steamship	
"HIMERA," Captain Lockhart, on or about MONDAY, the 21st DECEMBER.	
For Freight, &c., apply to	Shewan, Tomes & Co., General Agents.
Hongkong, 2nd December, 1903.	[3151]
DOUGLAS LAPRAIK & CO., LIMITED.	

FOR SWATOW, AMOY AND FOCHOW.	
THE Company's Steamship	
"HAITAN," Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at DAYLIGHT.	
For Freight or Passage, apply to	Douglas Lapraik & Co., General Managers.
Hongkong, 2nd December, 1903.	[3328]
NIPPON YUSEN KAISHA.	

FOR MANILA.	
THE Company's Steamship	
"KUMANO MARU," 4,500 Tons, Captain E. W. Haswell, will be despatched for the above port TO-MORROW, the 4th December, at 4 P.M.	
This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.	
For Freight or Passage, apply to	A. S. MIHARA, Manager.
Hongkong, 27th November, 1903.	[3265]
HONGKONG-MACAO LINE.	

S.S. "WING CHAI."	
Captain Samuel Bell Smith.	
DEPARTURES from Hongkong, on week days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M., from Macao week days at about 2 P.M., and Sundays about 7.30 P.M.	
FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.	
2nd Class \$1. 3rd Class 50 cents.	
On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.	
What at the Western end of Wing Lok Street.	
The Steamer runs an Excursion Trip Every Sunday, and takes only 24 hours to reach Macao.	
MING ON & CO., 2nd Floor, 16, Victoria Street.	
Hongkong 8th September, 1903.	121

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP.	GLENHIEL	Brit. str.	J. W. B. Bain	McGregor Bros. & Gow	To-day.
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	5th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	FORMOSA	Brit. str.	B. H. W. Snow	P. & O. S. N. Co.	About 11th inst.
LIVERPOOL	ACHILLES	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON & ANTWERP.	DIOMEDE	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	22nd Jan.
MARSEILLES, LONDON &c., V. SUEZ, &c.	IRON	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	23rd inst.
MARSEILLES, LONDON & ANTWERP.	PROMETHEUS	Brit. str.	H. Fraser	BUTTERFIELD & SWIRE	24th inst.
MARSEILLES, LONDON &c., V. SUEZ, &c.	HINGO MARU	Jap. str.	F. Davies	NIPPON YUSEN KAISHA	26th inst., D'light.
MARSEILLES, LONDON & ANTWERP.	DARDAZUS	Brit. str.	F. Davies	BUTTERFIELD & SWIRE	5th Jan.
MARSEILLES, LONDON & ANTWERP.	P. HEINRICH	Ger. str.	F. Heintze	MELCHERS & CO.	9th inst., at Noon.
BREMEN, VIA PORTS OF CALL.	ARAGONIA	Ger. str.	E. Forst	HAMBURG-AMERIKA LINIE	15th inst.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	20th inst.
HAVRE & HAMBURG	AMBRIA	Ger. str.	Duckstein	HAMBURG-AMERIKA LINIE	5th Jan.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	Ivellich	SANDER, WIELER & CO.	19th inst. P.M.
NEW YORK, VIA SUEZ CANAL.	HEMISTON	Brit. str.	W. T. Bain	SHAW, TOMES & CO.	To-day, at 4 P.M.
NEW YORK, VIA PORTS & SUEZ CANAL.	ORONO	Brit. str.	F. Salie	McGregor Bros. & Gow	About 26th inst.
NEW YORK, VIA SUEZ	NUBIA	Ger. str.	von Hoff	HAMBURG-AMERIKA LINIE	About end of inst.
VANCOUVER, VIA SHANGHAI, &c.	E. OF JAPAN	Brit. str.	A. E. Haswell	CANADIAN PACIFIC R. CO.	18th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	M. Ridley	CANADIAN PACIFIC R. CO.	27th Jan.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TACOMA	Brit. str.	M. Ridley	DODWELL & CO., LIMITED	15th inst.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	TOMA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	KAZA MARU	Jap. str.	Geo. Anderson	NIPPON YUSEN KAISHA	20th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHAI, &c.	TIDEUS	Brit. str.	W. E. Craven	BUTTERFIELD & SWIRE	1st Jan.
PORTLAND, OREGON	INDRAJAHITA	Brit. str.	W. E. Craven	PORTLAND & ASIATIC CO.	14th inst.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	W. E. Craven	NIPPON YUSEN KAISHA	To-morrow, 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SAKURA MARU	Jap. str.	W. E. Craven	NIPPON YUSEN KAISHA	16th inst., at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	SAKURA MARU	Jap. str.	W. E. Craven	NIPPON YUSEN KAISHA	About 14th inst.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	6th inst., D'light.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	10th inst.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	18th inst., D'light.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	25th inst., at Noon.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	8th inst., at 5 P.M.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	Quick despatch.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	About 5th inst.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow, D'light.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow, 4 P.M.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	5th inst., 10 A.M.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	5th inst., 11 A.M.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	About 28th Jan.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow, 4 P.M.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	5th inst.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	12th inst., at Noon.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	29th inst., at Noon.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	To-morrow.
KOBE & YOKOHAMA	CHINATON	Brit. str.	W. E. Craven	HAMBURG-AMERIKA LINIE	8th inst., at 3 P.M.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY	
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.	
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.	
THE Steamship	
"CHUSAN," Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 5th DECEMBER, at Noon, taking passengers and cargo for the above ports.	
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.	
Cargoes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.	
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.	
For further particulars, apply to	E. A. HEWETT, Superintendent.
Hongkong, 24th November, 1903.	[1]

FOR CHEMULPO, DALNY AND PORT ARTHUR.	
(Calling at SHANGHAI.)	
THE Steamship	
"PRONTO," Captain Grandt, will be despatched for the above ports on TUESDAY, the 8th inst., at 5 P.M.	
For Freight or Passage, apply to	HAMBURG-AMERIKA LINIE, Hongkong Office.
Hongkong, 1st December, 1903.	[3316]
REGULAR STEAMSHIP SERVICE TO NEW YORK.	
VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).	
PROPOSED SAILINGS FROM HONGKONG, 1903.	
"ORONO" ... 8th Dec.	
"LOWTHER CASTLE" ... 15th Dec.	
"SIKH" ... 24th Dec.	
"SAGAMI" ... 5th Jan.	
"LENNOX" ... 15th Jan.	
"AFRIDI" ... 27th Jan.	
For Freight and further information, apply to	DODWELL & CO., LD., Agents.
Hongkong, 17th November, 1903.	[1125]

NAVIGAZIONE GENERALE ITALIANA.	
(Florio and Rubattino United Companies.)	
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.	
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.	
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.	
THE Steamship	
"CAPRI," Captain Belito, will be despatched as above on SATURDAY, the 12th inst., at Noon.	
At Bombay the Steamer is discharging in Victoria Dock.	
For further particulars regarding Freight and Passage, apply to	CARLOWITZ & CO., Agents.
Hongkong, 1st December, 1903.	[4]
NOT RESPONSIBLE FOR DEBTS.	
NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:	
BRILLIANT, British 4-m. bark, Geo. Cowlishaw.	
—Standard Oil Co.	
GLENDOEN, British ship, Morrison—Standard Oil Co.	
HELENA WYMAN, Amr. barque, D. A. Vanhoon—Captain.	

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Express" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons	WEDNESDAY, 16th Dec.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons	WEDNESDAY, 13th Jan. 1904
R.M.S. "ATHENIAN" ... 3,882 Tons	WEDNESDAY, 27th Jan.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons	WEDNESDAY, 10th Feb.
R.M.S. "TARTAR" ... 4,425 Tons	WEDNESDAY, 24th Feb.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons	WEDNESDAY, 3rd Mar.
R.M.S. "EMPERESS OF CHINA" ... 6,000 Tons	WEDNESDAY, 30th Mar.
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons	WEDNESDAY, 20th April
R.M.S. "ATHENIAN" ... 3,882 Tons	WEDNESDAY, 27th April.
R.M.S. "EMPERESS OF JAPAN" ... 6,000 Tons	WEDNESDAY, 11th May.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through at all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Packer Street.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	{ CHUSAN } W. B. Palmer	Noon, 5th December	See Special Advertisement.
SHANGHAI	{ SIMLA } C. D. Goldsmith, R.N.R.	About 5th December	Freight and Passage.
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.	{ FORMOSA } B. H. W. Snow	About 11th December	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	{ JAPAN } E. P. Martin, R.N.R.	About 14th December	Freight and Passage.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 30th November, 1903.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
PERLA	1980	A. H. Notley	Iloilo and Cebu.	Fri. 4th Dec. 4 P.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 5th Dec. 10 A.M.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 12th Dec. 10 A.M.

For Freight, or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 1st December, 1903.

## NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons	Captain.	Sailing Date.
* TACOMA	2,852	M. Ridley	Tuesday, December 15th
* VICTORIA	3,022	J. Truebridge	Saturday, December 19th
TREMONT	2,806	T. W. Garlick	Thursday, December 24th
* LYRA	4,417	G. V. Williams	Thursday, January 21st
OLYMPIA	2,837	A. Dixon	Friday, February 12th
SHAWMUT	2,806	W. M. Smith	Saturday, February 20th

\* Have second class accommodation. † Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT ... 2,806 tons. W. M. Smith ... About 28th January.

S.S. TREMONT ... 2,806 tons. T. W. Garlick ... About 9th March.

CHEAP-FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 1st December, 1903.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.	DESTINATIONS.	SAILING DATES.
SASUKI MARU	KOBE and YOKOHAMA	FRIDAY, 4th Dec., at DAYLIGHT.
W. Townsend	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 4th Dec., at 4 P.M.
KUMANO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATUR



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 22nd December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

FOR	STEAMERS	TO SAIL
MARSHALLS, LONDON and ANTWERP	"HYSON"	On 8th December.
MARSHALLS, LONDON and ANTWERP	"ACHILLES"	On 20th December.
MARSHALLS, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSHALLS, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSHALLS, LONDON and ANTWERP	"YANGTZE"	On 19th January.
MARSHALLS, LONDON and ANTWERP	"DIOMED"	On 22nd January.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ & YOKOHAMA	"TYDEUS"	On 1st January.

These "DEUCALION" left Mojito the 24th inst. p.m., and is due here on the 30th inst.  
a.m.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 27th November, 1903. [10-12]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, SAMAANG & SOUBAYAN	"KAIKONG"	On 3rd December.
LOILOLO and CEBU	"SHANTUNG"	On 4th December.
KOBÉ	"NANCHANG"	On 5th December.
	"CHINGTU"	On 10th December.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified  
Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 2nd December, 1903. [11]

## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW AND AMOY	"DAIJI MARU"	SATURDAY, 5th December.
TAMSAI, VIA SWATOW AND AMOY	"DAIJI MARU"	THURSDAY, 10th December.
FOOCHOW, VIA SWATOW AND AMOY	"ANING MARU"	FRIDAY, 4th December.

The Co.'s new Steamers are specially designed for the coast trade of South China and  
Formosa, and are fitted with all modern improvements. Excellent accommodation is provided  
for first class passengers, and a duly qualified doctor is carried.  
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's  
steamers from Shanghai.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 5, Des Vaux Road Central.  
Hongkong, 1st December, 1903. T. ARIMA, Manager [15]

## PORTLAND & ASIATIC STEAMSHIP CO

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND  
SEA OF JAPAN, KOBÉ AND YOKOHAMA FOR  
OPERATING IN  
CONNECTION WITH THE  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRA SAMRA"	5,197	W. B. Craven	December 14, 1903
"INDRA SAMRA"	4,899	R. P. Craven	January 14, 1904
"INDRA SAMRA"	4,899	A. E. Hollingsworth	February 13, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
**ALLAN CAMERON, GENERAL AGENT.**  
Hongkong, 17th November, 1903. [14]

## TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	H. S. Smith	3576	Saturday, 5th December, at 11 A.M.
"ROHILLA MARU"	Ernest Bent	3689	Friday, 11th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.  
Hongkong, 2nd December, 1903. K. NAKASHIMA, Manager. [479]

## NATANI LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above LINE  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for Cape Ports every fortnight.  
For Freight and further particulars,  
apply to  
**DODWELL & CO., LIMITED.**  
General Agents for China and Japan.  
Hongkong, 4th August, 1897. [2483]

## THE EAST ASIATIC COMPANY, LIMITED.

FOR SHANGHAI, PORT ARTHUR,  
CHINNAMO.

THE Danish Steamer  
"PRINSESSE MARIE,"  
Captain Berentzen, will be ready to load  
TO-MORROW, the 4th December.  
For Freight or Passage, apply to  
**MELCHERS & CO.,**  
Agents.  
Hongkong, 25th November, 1903. [2483]

## FOR KOBÉ AND YOKOHAMA.

THE H.A.L. Steamship  
"AMBRIA,"  
Captain Duckstein, will be despatched for the  
above ports on SUNDAY, the 6th December,  
at DAYLIGHT.  
For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.  
Hongkong, 30th November, 1903. [3295]

## "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.  
THE Steamship  
"GLENROY,"  
Captain F. Solby, will be despatched as above  
on WEDNESDAY, the 10th December.  
For Freight, apply to  
McGREGOR BROS. & GOW.  
Hongkong, 19th November, 1903. [3197]

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND, TASMANIA,  
&c.)  
THE Steamship  
"EASTERN,"  
Captain W. Ellis, will be despatched for the  
above ports on WEDNESDAY, the 10th  
December, at NOON.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber, which ensures the supply of Fresh Provi-  
sions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the  
Electric Light.  
A stewardess and a duly qualified surgeon  
are carried.  
N.B.—To ensure the additional comfort of  
passengers, the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
Agents.  
Hongkong, 24th November, 1903. [3231]

## AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR  
TRIESTE (DIRECT),  
CALLING AT SINGAPORE, PENANG,  
COLOMBO, BOMBAY, KARACHI,  
ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the BRAZIL;  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE and  
ADRIATIC PORTS.)  
THE Company's Steamship  
"CHINA,"  
Captain Iredell, will be despatched as above  
on SATURDAY, the 13th December, p.m.  
For information as to Passage and Freight,  
apply to  
**SANDER, WIELER & CO.,**  
Agents.  
Princes' Buildings.  
Hongkong, 25th November, 1903. [3]

## CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.  
REDUCED SALOON PASSAGE  
MONEY,  
SINGLE, \$20; RETURN, \$35.  
STEAMERS FITTED THROUGHOUT WITH  
ELECTRIC LIGHT. FIRST CLASS ACCOM-  
MODATION. UNRIVALLED TABLE. DULY  
QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 4th July, 1903. [1984]

## BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,  
OF UNIVERSAL POPULARITY.  
ANHEUSER BUSCH BREWING  
ASSOCIATION, ST. LOUIS.

This Beer is brewed of best Season Hops and  
finest Barley Malt only, and warranted not to  
contain Chemicals in any form.  
The Beer is stored after being bottled, and  
full mature age insures its fine condition in any  
climate. Beautifully bright, seductively spark-  
ling, and perfectly pure.  
**F. BLACKHEAD & CO.,**  
Sole Agents.  
Hongkong, 25th July, 1903. [2113]

## ON SALE.

THE  
PROVINCE OF SHANTUNG.  
ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.  
BY M. O'S.  
Reprinted from "the HONGKONG DAILY PRESS"  
Price, 50 cents Cash. Messrs. Kelly & Walsh  
or Daily Press Office.  
Hongkong, 31st January, 1900

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.  
CONSIGNEES per Company's Steamer

## "PELEUS"

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 29th instant.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined at 11 a.m., on the 7th December.  
No Claims will be admitted after the Goods  
have left the steamer's Godown and all Goods  
remaining undelivered after the 7th December  
will be subject to rent.  
All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
15th December, or they will not be recognised.  
No Fire Insurance has been effected.  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 27th November, 1903. [10-12]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Steamship

## "LIGHTNING"

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
will be delivered from alongside.  
Cargo impeding the discharge will be landed  
at once, at Consignees' risk and expense.  
Cargo remaining on board after 4 p.m., of the  
4th instant, will be landed at Consignees'  
risk and expense into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Company, Limited.  
Consignees of Cargo from SINGAPORE  
and PENANG are requested to take IM-  
MEDIATE delivery of their Goods from  
alongside, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the  
Undersigned.  
**DAVID SASSOON & CO., LD.,**  
Agents.  
Hongkong, 1st December, 1903. [3327]

## MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irrregularities. Thousands of  
Ladies keep a box of Martin's Pills in the house, so that on the  
first sign of any irregularity of the System a timely dose may  
be administered. These pills are then recommended to them  
because they are so gentle and so sure, and give relief  
without delay.  
**MARTIN, CHAMBERLAIN, SOUTHAMPTON, ENGLAND.**

## FOR NERVOUS EXHAUSTION

CHAPOTEAUT'S  
Phospho  
Glycerate  
of Lime

For Nervous Troubles  
in Adults and Children

SOLD IN  
Capsules, in Syrup,  
and in Wine

Increases vital energy and nerve force.  
Full instructions with each bottle  
**CHAPOTEAUT—PARIS, FRANCE**  
1892-4

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ESTIMATES FURNISHED.

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Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,0



